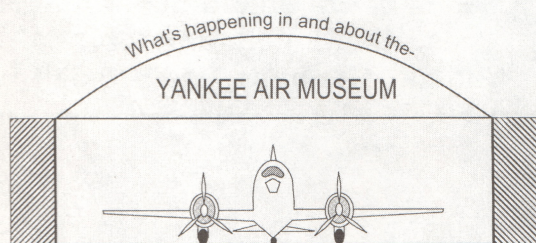


The Newsletter of the Yankee Air Force



Hangar Happenin's

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January 2001

Join us on the web: www.yankeeairmuseum.org

The Yankee Air Force, Inc.
A Non-Profit Organization
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Hangar Happenin's is a monthly newsletter
of the Yankee Air Force.

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Meeting Schedule

1st Wednesday of Month - 7:30 PM
General Membership

3rd Wednesday of Month - 7:30 PM
Board Meeting
Public Welcome

2nd Wednesday
7:30 PM in the "Doghouse"
Flyable Aircraft Meeting
Everyone Welcome

Museum Hours
10 - 4 TUESDAY - SATURDAY
12 - 4 SUNDAY

CLOSED MONDAYS AND HOLIDAYS
Winter Hours - January, February
Open Thursday - Sunday only

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Visitors to our Museum
during the month of
November 2000
were from
14 of the United States
and **the United Kingdom,**
Canada, Germany, and Sweden

PAST DATES OF INTEREST

* * * * *

14 Jan 1943 Roosevelt & Churchill meet at
Casablanca Conference
to plan invasion of Europe

16 Jan 1991 Operation *Desert Storm* begins

25 Jan 1949 USAF adopts blue uniform

27 Jan 1939 First flight of a P-38

29 Jan 1943 64 B-17s make first USAAF
bombing attack on Germany

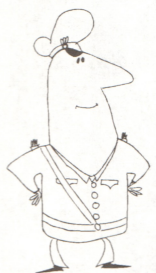
* * * * *

DON JOHNSON
was the winner of the 50/50 drawing
at our December meeting
and he donated his winnings to the
Membership Department

Our internet address is
<http://www.yankeeairmuseum.org>

Our e-mail address is
yankeeairmuseum@provide.net

Hangar Happenin's e-mail address is
seaton@provide.net



From the President's Desk

by President Bill Hanney

Hi again! It's the first of a new year, and time to get started on our projects for the year. I know that it seems awfully early for me to be bugging you, BUT if we don't start we won't finish. Do you know what your projects are for the year? The first priority has to be the good of the Yankee Air Force! We will all be striving toward that goal, if we think that way. Sound circular? If you stop to think, it simply boils down to considering what you can do to improve our operations and improve our image with our visitors.

For those of you who are not at Willow Run, take the above advice for what you can do where you are. Your Division may be attempting to raise funds for some program and you are not particularly interested in it. Try to put your own interests aside, and join the group to accomplish something. If you feel strongly enough, you may influence a change. If your group doesn't have a program going, try to get the ball rolling for the good of all.

Enough of the exhortations and urgings! You are all capable of doing great work, if you try.

Look what has happened to your favorite columnist! I got bumped off the front page! The troglodytes who construct this paper claim that they have received complaints about my taking up the glory spot of the whole blankety-blank paper. I am sure that this is a hastily contrived fabrication to justify their dastardly actions. I beg of you, please reply to them that you feel your desires are unmet and you want me back on the FRONT PAGE! If you are satisfied with this latest atrocious action, don't bother to answer. (The immediately preceding statement is in jest!!!) I learned that you could not get too subtle with humor or someone would take it seriously and slap you over the head with it.

On December 2, we appeared in Berkley, Michigan's Christmas Parade. Our Flying Flea (Pou de Ciel) was the

hit of the parade! We started out from Willow Run early in the morning after getting the plane loaded onto the truck, supplied by *Monaghan's Towing*. Fortunately, it was one of the tilt-bed tow trucks which made for easy loading. The tie-down was another thing! The folded wings had to be secured then the whole thing secured to the truck. Three times on the way to Berkley we had to stop and resecure the load! Once the rope that held the folded wings broke and one wing unfolded! Fortunately, a motorist hailed us at a stop light and told us. Could have been a real mess. I rode with the Flea from 8 AM 'til 5 PM and had a great time waving at the kids, young and old!

We hope to have an intern from a nearby University on deck by the end of January to act as Curator for the museum. We also will be setting up a foundation for fund raising to take the burden off members.

On the 4th of December we delivered one F-84 to the USAF Museum at Dayton. That was from Lapeer and was recalled by Dayton due to the total lack of restoration and its continued deterioration at Lapeer. Cost us a small mint of money that was a total loss due to the actions of certain members of that Division while it existed. Lesson for all: don't get into a project unless you can, and will, handle it.

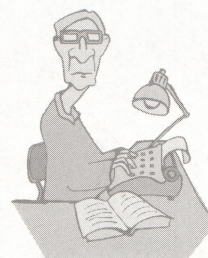
Best of all to you! Happy New Year!!!

Aircraft of the Month

January's aircraft of the month is our latest acquisition: the **L-39 Albatros**. This is a flyable example of the Czechoslovakian two-seat basic and advanced trainer.

Wing span	33 ft 9 in
Length	35 ft 5-1/2 in
Max speed	407 mph
Max range	555 miles with external tanks

The airplane will not be flown by the YAF but we are fortunate to have this aircraft in our display. Watch the front cover of *Hangar Happenin's* for a new YAF aircraft each month.



From the Editor's Desk

and the Staff of
Hangar Happenin's

Well? What do you think? Sure is getting fancy around here! Our good friends at *Huron Valley Printing and Imaging* came through for the YAF again. We had been discussing the use of color with them for some time. Our biggest problem, obviously, is the cost. After some thought, it was decided that if we print the color pages for the whole year, and then each month just send them the parts to be printed in black, we would save a good amount of money.

We hope you like *Hangar Happenin's* new appearance. We think it makes it look a bit more professional and like we really know what we are doing! Of course, you all know the last part of that is not quite true, but we try hard and are having fun. Let us know what you think. This is, as we can't say too often, **your newsletter** and it is coming from the money you've paid for membership dues.

On to another subject. We hope everyone had a good and safe holiday, and now on to the new millennium. For all Yankee members, 2001 should be quite a year! Many changes will need to happen, and it may seem to some that the *old Yankee* was the best and the *new Yankee* should get lost. But let us all understand that too many have put too much work into the Yankee Air Force to let it just go away.

Hope you'll enjoy this first issue of our New Year.

— Your **HH** Staff

CONNIE'S

ORNER

by
Connie Kosek



Ladies of Flight

Yankee members and website friends, there are many women who became pilots in the 20th century. In a man's world, this was a difficult thing to do.

It is remarkable that the first black aviator in the United States was a woman...

Bessie Coleman.

Bessie Coleman was born in Georgia in 1892. Her mother was a slave in Georgia, and her father was part Choctaw or Cherokee Indian. At the age of 23, Bessie went to France where she earned her wings by enrolling in the Escale I Aviation des Freres Caudron at LeCrottoy where Bessie passed her first flight test. On June 15, 1921, she received her license from the F. A. I. Bessie traveled the world and returned to her native land to establish a flying school for blacks.

Bessie died April 30, 1927, in a freak accident in a JN-4 Jenny. Bessie's legacy, **Mae Jemson**, became the first female African American astronaut.

Amelia Earhart

Amelia Earhart was born on July 24, 1897, a gal who lived ahead of her time and on July 2, 1937, at the age of 40, died ahead of her time. On Amelia's 25th birthday, she purchased a

small used Kinner Canary biplane and set an altitude record for women: 14,000 feet.

Bernice Falk Hayden

Bernice was an executive secretary during WW II who traded her steno pad and typewriter in 1944 for a Stearman. She joined the WASP organization where she was assigned to ferry warplanes from factories to ports of embarkation.

After years of fighting for WASP's rights, in 1975, Beatrice Falk Hayden became the president of the WASP's alumni. Then President Jimmie Carter, signed the WASP Bill into law on November 23, 1977, thereby giving the women pilots their rightful place in history.

In 1941 during WW II, the Russian Air Force was near annihilation. But in 1942, the tables turned. The Red Air Force had tapped the skills of three remarkable all-women regiments called "**The Night Riders**" of the 588th night bomber regiment. The ladies of flight continued to make history.

In 1997, **Linda Finch**, a pilot and aviation historian, successfully completed that odyssey of Amelia Earhart by circling around the world in a restored Electra, completing Earhart's dream.

But...hold on...this is the year 2001. YAF woman member, **Brenda Holliday**, the daughter of YAF member Bob Kenworthy, Sr. is now taking flying lessons at Willow Run. Move over ladies of the 20th century, a new generation of Ladies of Flight are movin' in and on...something to think about!

What would have happened in biblical times if the

three wise men had been three wise women? They would have arrived on time for the birth of Jesus because they wouldn't have been lost...because women would ask for directions. Wise women would probably had helped deliver the baby, clean up the stable, make a casserole, and brought practical gifts that the baby could use.

Happy New Year 2001!

On the Road Again

Once again the rumors started to fly. It was Wednesday, November 1, and the rumor mill was saying that the engine for the C-47 was ready to leave *JRS Enterprises* in St. Paul, MN. Being the trusting soul that I am, I talked with Norm Ellickson. He informed me that *JRS Enterprises* had done a six-hour test run of our engine in the test cell and would be shipping the engine the next day. The engine was packed and shipped on Friday on *Consolidated Freightways*. It went to Chicago, where it changed trucks. By Monday morning, it was on the shipping dock in Ypsilanti. Norm got in touch with Gary Shelton, who came in and picked the



engine up. Unfortunately, we only received one package (the engine) out of two. The second package contained the carburetor and all the paperwork.

Tuesday morning the usual crew of Fred Lockwood, Norm Ellickson, Dale Miller, John Stahley, Dave Lowry, Hank Koivunen, Charlie Jackson, Gary Shelton, Bob Pilz and a few others installed the engine on a stand. Then the job of installing all the accessories, exhaust system, hoses, cabling and wiring began. Thank goodness for all the photos of engine that were taken while the engine was still on the airplane. It showed the proper mounting of the accessories and the routing of the hoses and wiring. This work continued until Saturday, when it was pretty well finished. In the meantime, Con Freight continued its search for the missing box with our carburetor. We had a spare on the shelf, but preferred to use the one that had been used when the engine had been run in the test cell. Then you knew that you had all the right fittings, primer systems, etc.

Monday morning a crew of Charlie Jackson, John Ellickson and Fred Lockwood went to *H & S Prop Shop* at Oakland-Pontiac Airport. We borrowed their trailer to transport the prop.

I rented a 20-foot Cube Van with a lift gate to transport the engine, stand, tools, toolboxes, ladders and all the miscellaneous equipment that we thought that we would need. Monday afternoon we spent loading the truck and securing the load. Remember, we would be 550 miles from the hangar, so take everything that we might need.

Tuesday, November 14, Fred Lockwood and Norm Ellickson got up at oh-dark-thirty and caught an early flight to Allentown, PA. They rented a car and drove to the *Mid-Atlantic Air*

Museum at Reading, PA. They spent the day inspecting the C-47, airing up the tires and struts and in general getting the aircraft ready for us. Meanwhile, at 7:00 AM, the rest of the road show assembled at the hangar. Charlie Jackson's van would pull the trailer with the prop on it. In the van would be Charlie Jackson, Terry Little, Dale Miller and John Stahley. Terry and John handled the driving duties, Dale did the navigating and kept the crew entertained and Charlie kept everyone in line. In the truck,



I did the driving and Dave Lowry did everything else. The roads and traffic were good, with no construction delays. Dave and I arrived at the motel at 4:45 PM and Charlie's crew about an hour later.

We stayed at a *Best Western* motel. The bar was called the *Rudder Bar*. The mirror behind the bar was decorated with silhouettes of aircraft, ranging from the *Wright Flyer* to the SR-71. The dining room, which was called the *Antique Aircraft Restaurant*, had a 1927 Monocoupe hanging from the ceiling. Turns out that the owner of the motel had been a pilot during WW II and had been a FBO owner in Reading for many years.

Wednesday morning, it was a 7 AM breakfast and then out to the airport. The

weatherman said that the day's high would be in the upper forties with a bit of a breeze. By noon, we had moved the C-47 up closer to the *Mid-Atlantic* hangar, unloaded the truck and hung the engine. After lunch, part of the crew started to hang the prop on the engine and the rest of the crew started to make the many connections between the engine and the aircraft. We worked until dark, which we found comes about thirty to forty minutes earlier than at home. We stopped at the *Peanut Bar* for dinner on the way back to the motel.

Thursday morning it was another seven o'clock breakfast and then back to the airport. The weather was cool and dry again, with a high in the upper forties, but with less wind. More inspections and finished hooking up the engine. Shortly before noon Randy Hotton arrived at the terminal. He would be the pilot on the flight home. Shortly after noon, Grant Schwartz arrived at the terminal. He would handle the co-pilot's duties for the flight home. They checked the weather and said that there was about an eighteen-hour window to get the plane home. After that, the weather looked too bad with snow and ice at either airport and icing conditions enroute. Ken Chio called and told us that Con Freight had found and delivered our carburetor and paperwork. We asked Ken to call *JRS Enterprises* and let them know that the missing carb had been found. By four o'clock, we had the right engine started. It sounded good and had no major leaks. While the engine was running, I called the hangar and spoke with Ken Chio and brought him up to date. At that point we called it a day. Back to the motel for dinner and bed.

Friday morning was another 7 AM breakfast and then a trip out to the airport. We ran both engines.

No leaks!

Next we fueled the airplane and then moved it away from the hangar so that we could do a

full power run-up. That done, with no problems encountered, we finished putting the cowlings on. The pilots again checked the weather, and the weather gods smiled on us. It looked as if it would remain decent at both airports until five o'clock. Fred, Norm, Randy and Grant got on board the airplane and started the engines. The plan was that they would take off and climb to cruising altitude over the airport. If they ran into any problems, they would land. If there were no problems, they would pick up their clearance from Air Traffic Control while airborne and head for Detroit. Those of us on the ground packed everything up while this was going on. We heard Grant calling ATC to activate their flight plan. We let out a cheer, for we knew that *Yankee Doodle Dandy* was finally going home. We made a phone call to Karen Ellickson at the hangar to let them know that the C-47 was enroute. We said our goodbyes to Russ and Pappy Strine and the rest of the Mid-Atlantic crew and started home.

We ground people drove as far as Streetsboro, OH (just east of Cleveland) where we spent Friday night. We arrived at the YAF hangar around 11 AM, unloaded the truck and turned it back in. The pilots reported that both engines felt very strong and



smooth. The vibration that had bothered Fred for the last few years was gone! They say that the C-47 is in the best shape that

they can remember. Crew Chief Fred Lockwood concurs with this judgment.

I sure am glad that we did not wait a week longer to do this job, because the weather started to go downhill with lower temperatures and snow the following week. One thing I have noticed since the C-47 is back is the number of members who have stopped out to look at her and give her an affectionate pat as if saying "Welcome Home!"

— Don Burke

And now we give you the third and last installment of our YAF history, very well-written and submitted by Harry A. Terpstra. Parts 1 & 2 appeared in the November & December 2000 issues of Hangar Happenin's.

YANKEE AIR FORCE: THE FIRST YEAR (OR SO)

On June 12 and 13, 1982, we co-hosted the first Willow Run Airshow in ten years. What fun!! Chuck Newcombe (YAF #489) was the airshow operator (and still is), but the planes were based at the YAF, as co-sponsor, along with the airshow party – our first big band dance with *The Ambassadors*. What made this show even more exciting was that the air show centerline ran

north/south just west of our ramp (where the tower now is). The acts were up front and personal with the spectators on "our" ramp. The committee chairs were as follows: Security – Ed Hennessey (YAF #090), Tickets – Jim Ledbetter (YAF #045), Hospitality – Dennis Norton, Promotion – George Taylor, Operations/Staging – T.J. Wilkins and me, Harry Terpstra, Parking – Stan Wier (YAF #155) and Facilities – Bill Wier (YAF #112).

Bob Hoover and the *Blue Angels* were there and it was really hot. Also participating were the *Golden Knights*, 20 warbirds through the YAF and Leo Loudenslager. The warbirds present were as follows: 3 - T6s, 1 - Navion, 7 - Stearmans, 3 - P51s, 1 - B25, 1 - Waco, 1 - Stampe, 1 - Storch, 1 - Skyraider, 1 - F84 (static). 150 new members joined during the airshow to swell our roster to over 700 members. We received \$5,000 for our efforts plus \$6,205 in retail and memberships, so our assets had grown to \$19,405.

T.J. Wilkins was everywhere that week in his yellow International "Scout" which soon became the infamous, official Airshow Boss vehicle. (I believe it still exists!)

An interesting note on one of the new members. This person was known for not joining organizations until he met Patti Meyer. He couldn't say no to her, however, and so Robert A. (Bob) Hoover became (YAF #650).

If you have ever worked an airshow or major event like our first airshow, you will understand the feeling I'm going to describe. You are so tired, you are wind and sun burned, your feet are

swollen (you don't dare take your shoes off until you get home), and you have lived on hot dogs for at least 4 days and yet you feel GREAT!! You know that you were part of a successful major event and there's nothing better than sharing the "afterglow" with co-workers over pizza and "pop". This was the condition of about 40 or so members in the Meeting Room on Sunday night after the airshow. You feel that any job will be easy after this. At some point, a few folks, including Dennis and T.J., were out in the hangar and started thinking about *ERIM's* C-47 that was still in the hangar. With that "we can conquer anything" feeling in the air, they said, "Let's buy the C-47!" We all loudly agreed and someone said "pass the hat so that people can put their money where their mouth is". I'm not positive how much cash we raised that night, but the honor of the first contribution goes to Chuck Wooliver (YAF #083) for the \$20 bill he put in.

At the June meeting, there were discussions with Dave Pettyes (YAF#244) about the upcoming Flint Airshow on Labor Day weekend. The focus was on options for getting the C-47 and possibly for *ERIM's* Convair, as well.

On July 15, the lease terms with Wayne County were favorably reviewed. The first division charter and related bylaw changes (drafted by Lee Herron, Geoff Gerling (YAF #139) and Harry Terpstra) were reviewed and approved. We believed that the challenge was to do all we could to make all members of the YAF feel that they were important, could participate, and were treated equally.

By July 21, the initial purchase agreement for the C-47 was approved for a total price of \$30,000. It would be paid over a 12-month period and we would get the spare parts that *ERIM* had in stock. The board also approved heating equipment for parts of the hangar (YEAH!). Al Bittner (YAF #054) is named the new Hangar Chairman with his first assignment: roof repairs.

The final days of July found Mike Willman (YAF #097) leading a crew in the recovery of the RF-84K. It arrived on July 24. Our first airplane. We were thrilled, even if it was a jet (or a "blowpipe" — Frank Modlinski's definition of a jet).

After about a month off, we hosted our first YAF dinner-dance on August 14. This was chaired by George Taylor, Patti Meyer, Cindy Smith and me. The feature attraction, besides good food and fellowship, was the C-47 as the backdrop to the big band, *The Ambassadors*. At the August 18 meeting, senior life membership was approved for persons over 60 with one-time dues of \$250. We discussed the continuing search for a B-24. So far, Elmer Spencer had led a tremendous effort to get leads and trace them down. An example of these leads went like this, "I know that a B-24 is buried, intact, at the end of the runway at the old Kent County Airport in Grand Rapids, Michigan." It turned out that there was "something" buried there, but it sure wasn't a complete B-24. The B-24 group did a lot of traveling, hiking up mountains and trying to negotiate for an airplane. This idea was at the foundation of the YAF and members would not let us forget it (still true today fortunately). Geoff Gerling was setting up our

first computerized membership lists and discussions were held about our first elections. The committee for elections was T.J. Wilkins, Ed Hennessy and Paul Kasmer (YAF #203). As part of this issue, terms of office were established and, in a big step, *The Ambassadors* were named the official YAF Big Band.

On August 26, the board met and approved a major change in our organization. This was a direct result of our growth and the desire to treat all members equally. We decided to establish a corporate management or headquarters board and all members not in other divisions would be in the "new" First Division — Willow Run, which would officially have been established in 1981, for the record. Once this was in place, the board approved the Northeast Division in New Jersey, as the Second Division. Elections for this new organization structure were set for November 3, 1982. At this meeting, we received approval from the USAF at Wright-Patterson to obtain objects, including aircraft, from the Air Force.

In early September, we got our first aircraft tug operational. (This may mean more to those of us who were moving planes by hand — sorry!) In big news, Elmer Spencer and crew were authorized to go to Aberdeen Proving Grounds to acquire . . . a B-29, C-54, F-84 and an F-89! Well, maybe we were a little optimistic. However, in fact, we did approve the acquisition of an F-86, which Mike LaPine (YAF #017), Scott Vetter (YAF #211) and others brought back from Ohio on September 20.

On September 26, I got to chair

our first anniversary fly-in breakfast. This has to have been our foggiest event ever. Although, about 1:00 or 2:00 PM, Lou Spanberger (YAF #693) and Bill Rodgers (YAF #114) managed to fly in with their Stearmans (Thank you!). Actually, we had about 500 drive-ins and got 70 new members, including our 1,000th member, Mr. Wallace Donahue. The best part was that we got our first flyable aircraft, our C-47, by presenting *ERIM* with a \$10,000 check. What a thrill!! And, not to mention a few tears!!

At our October 20 meeting, we reported that after one year we had 1,160 members. Who would have guessed we would grow that fast with so many quality people joining in. I am still amazed and thankful for that early success. Mike Lapine and Elmer Spencer were asked to draft requirements for pilot qualifications. (A bit premature as it turned out, but it was another sign of our optimism.) Patti Meyer discussed the organization of our first hangar inventory, which had to be completed for the first year's financial statements. We agreed to charge fees for non-member visitors to the museum as well as C-47 paint schemes. Elmer was also appointed to chair our first Awards Program or "Aviation Hall of Fame."

I believe that work on the C-47 had already begun at this time with key people involved included Ron Haviland (YAF #021), Fred Lockwood (YAF #132), Norm Ellickson (YAF #064) and others.

October also saw our fifth event of the year, the Halloween Dance, hosted by Pat Wilkins (YAF #081) and Bill Ray (YAF

#271). In the first 6 months after moving into the hangar, we had hosted 5 major events!

November started with our first election on the 3rd. New terms were to begin in January 1983. Results were as follows:

National Board

President

Harry Terpstra (YAF #015)

Vice President

Paul Kasmer (YAF #203)

Secretary

Cindy Smith (YAF #010)

Treasurer

Patti Meyer (YAF #008)

Directors

Phil Lundy (YAF #012)

T.J. Wilkins (YAF #023)

[Later Geoff Gerling (YAF #139)]

Elmer Spencer (YAF #009)

Dennis Norton (YAF #001)

[Later Davis Sommers (YAF #714)]

Al Bittner (YAF #054)

Willow Run Board

President

Dennis Norton (YAF #001)

Vice President

T.J. Wilkins (YAF #023)

Secretary

Audrey Ray (YAF #271)

Treasurer

[Later filled by Nancy Lockwood
(YAF #133)]

Directors

Dave Cunningham (YAF #403)

Bill Wier (YAF #112)

Frank Modlinski (YAF #238)

Paul Kasmer (YAF #203)

Bob Smith (YAF #109)

The effect of this election on the organization is discussed briefly at the end of our story.

At a special board meeting on November 11, 1982, the hangar lease agreement was approved. We had 5 years to prove that the Yankee Air Force was an asset to the community and that we should be a permanent part of

Willow Run Airport if we wanted the lease to be extended beyond that.

On November 17, 1982, we discussed reports of a B-24 search in Australia and India at our regular meeting. We outlined the progress on our first brochure and announced our new mailing address. We reviewed the requirements for pilots and maintenance that Elmer's committee had assembled. (That was fast!) The Northeast Division request to purchase a C-45 was approved and the library was opened to the public. It was announced that the following aircraft now resided in our hangar (most privately owned): C-47, AD-4N Skyraider, F-86L Sabre, AT-6, PT-19, PT-23, SV-4C Stampe, RF-84K, Navion, J-3 Cub, Ercoupe, and a Great Lakes biplane. Finally, the Mid-Michigan Division was approved to organize (not yet official).

In the last month of 1982, Dennis, Paul Kasmer, T.J. and I finalized the division operations policy summary, which was to clarify how the two boards would operate at one location.

The final board meeting of the year included receiving \$147 from Bill Abbotts' weekend hot dog sales, which were for the C-47 fund. We were approved to receive military surplus from the Department of Management and Budget Property Assistance Program. Phil Lundy, George Taylor and T.J. Wilkins became our first Donation Review (Screening) Committee. Frank Modlinski arranged for the donation of a forklift. The Mid-Michigan Division was approved to start operations with Dave Pettyes as their first President. The Wisconsin / Illinois Division

was approved to organize.

The YAF is still going strong so there is no ending in the traditional sense of a story. However, I think that the end of 1982 also ended the first phase of our development, which was marked by our organization change. We had assets at year-end of \$124,818.45, including \$18,000 cash and our membership roster was up to 1,250 members. We had all worked hard and we had been extremely fortunate to have the opportunities and successes that we did. We were very optimistic for our future and perhaps a bit naïve and although we did not realize it, many members were getting tired. (Most of us also had full-time jobs).

I wish I could say that we all lived happily ever after, however, we didn't. Members of the YAF have always come from diverse backgrounds and have a rich variety of experiences. Our motives for joining and becoming active are also quite varied. Some of the reasons included becoming interested were because they or a family member were involved in aviation or the military. It may be because they wanted to help a museum group or because they just love old airplanes. Each member has their own goals or priorities for themselves and the organization. While this is healthy, it also can lead to conflicts if there is not consensus on the direction for the organization or if there are not clearly defined and understood goals.

The next few years would be extremely difficult ones for the organization's leadership and confusion for many members. However, despite any of these

trials, we still had fun, still added great accomplishments and still grew. The organization, though tested, reorganized in late 1983 and not only survived, but also became stronger and smarter as a result. The biggest regret any of us involved would have is that we lost some very good people; some for good during this time. It is hard and humbling, but like any young organization, you make mistakes and the good organizations like ours learn and are improved. Maybe someday, we can write about this phase of our growth and how we worked to higher levels.

The YAF has grown and matured over the last 19 years (so have many of us!). Many of us never did get the chance to actually work on aircraft or fly them because of the jobs we had, but we had the reward of seeing the museum and the aircraft collection grow. Members have always made sure that when the leadership veered a bit that they get back on track. Our best leaders have learned that individual priorities or egos must be second to the continued health of the organization. There is an optimistic, enthusiastic, sharing tradition of our members that we must encourage and appreciate if we are to continue to be successful. We are, after all, a volunteer organization. Who knows what the next generation will do. I can't wait to find out.

It is always difficult to tell a story like this and include all of those who contributed their time, energy and money. I think that the following Founders and Charter Members are also part of this story and should be recognized, based on my observations. Many of them

are still active today and certainly deserve our appreciation.

(D) Deceased

Bill Barber	364(D)
Bill Bordeleau	530
Bill Bottle	066
Don Burke	061
Marjie Carpenter	549
Rich Carpenter	550
Danny Clisham	108
Barb Cook	1041
Frank Day	738(D)
Bev Demko	428
Don Edmonds	134(D)
Karen Ellickson	314
Michael Erard	812
Bob Fenner	887
Ray Friant	029
Don Gillespie	719(D)
Ruby Gillespie	720
Betty Goddard	740
Leigh Goddard	098
John Golderer	855
Dennis Golderer	856
Nadia Golowach	896
Ray Golowach	853
Gerald Gorecki	394
Greg Gorecki	241
Pat Gorman	423
Al Gotts	300
Bob Graham	400
Charles Greenwald	756
Louise Greenwald	757
Carol Guenther	1004
Clyde Guenther	1003
Ken Guenther	561
Larry Haase	070
Todd Hackbarth	429
Richard Hagelthorn	834(D)
Jim Hanford	370
Don Harner	986(D)
Yvonne Harner	987(D)
Walt Hart	612(D)
Joe Hass	258(D)
Earl Hewitt	981
Marv Hoffrichter	944
Max Hubrich	159
Russ Kenyon	074(D)
Hank Koski	274
Bill Lary	178
Ken Lemke	683
Robert Levine	787(D)
Earl Loeffler	741

Jerry Luther	065
Grant Martin	393
Russ Maxwell	827
Bob McLaughlin	030
Otto Mueller	881
Ken Mullins	185
Ray Newhouse	833
Pat Nugent	140
Ken Palmatier	256
Barb Parks	762
Olif Parks	761(D)
Audrey Ray	271
Clint Ray	273
Ralph Rea	328
Jim Redick	076
Wiley Reel	007
Stan Reich	055
Don Richter	401(D)
Pat Riley	554
Grant Schwartz	780
Tom Shattock	285
Jim Shepard	168
Hal Sherman	931
Larry Silver	129
Joe Slavik	825(D)
Norm Smallwood	539(D)
Shirley Smith	028
John Snider	940
John Spellich	432
Jack Stankrauff	228
Barb Sutton	385
Don Sutton	384(D)
John Syler	910
Sam Tabor	850
Ed Teliczan	231(D)
Jim Uhley	973
Pat Vaughn	286
Ted Verody	997
Bill Walter	618
Tom Webster	217
Bob Wenzel	071
George Whitfield	439
Norm Woods	020

*Submitted September 14, 2000
by Harry A. Terpstra (YAF #015)
with lots of help from
Jackie Terpstra (YAF #014).*



October 2000

Division: **Florida**

BARBER, James N.

Division: **Willow Run**

ARCHER, Robert K.
FULLER, Frank
KUTZ, Richard M.
STAWOWY, Gerald J.
STODDART, Lois M.
TERLAAK, Daniel J
WATSON, Dale H.
YOUNG, Darryl L.

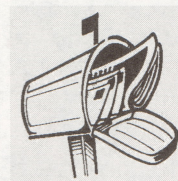
Division: **Wurtsmith**

LUCK, Lee

November 2000

Division: **Willow Run**

AHREN, Robert
BOONE, James
BOUCHER, Gary
DELDUCA, Michael A
KOOMAN, Lester
KRAUSKOPF, Dean M.
LADA, George
ZIEGLER, Fritz



We Get Letters !

November 21, 2000

To Yankee Air Museum,

I wanted to offer thanks for hosting my journalism and history students on Friday, November 17. I was very appreciative of how accommodating you were by opening up early, providing two excellent tour guides and a place for my students to meet and talk with Tuskegee Airman Major General Lucius Theus.

My students were still talking about their experiences on Monday, November 20, thanking me for taking them. I wanted to bestow those thanks on you. The Yankee Air Museum is structured to be student friendly and hands on. My students are now able to write about bombing efforts in World War II for example, not from what they've read, but from what they have seen and touched in your museum. It was a terrific learning experience.

I look forward to bringing other groups of students to your fine facility in the future. Keep up the good work and thanks again.

Sincerely,

Michael Puffpaff
Social Studies
Arthur Hill High School
Saginaw, MI 48602



In Memory

Walter E. Scott 5909 SL
Wurtsmith Division

Michael Whitmore 6573 WR
Willow Run Division

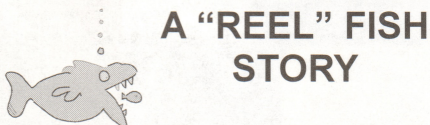
DUES\$ CHANGE

There will be an increase in dues, for both yearly and the life membership. This change will take effect February 1, 2001. The membership committee has truly agonized over this move for literally months and because of the changes that are pressing upon us we cannot see any other way to meet them. We, the YAF, have now acquired a lease obligation that we have not had before. We also must meet financial obligations that we have not encountered before:

- Hangar rental
\$4,300 per month
- *Hangar Happenin's*
\$1,700 per month
- Liability insurance
\$3,000 per month
- Utilities, etc.
(seasonal variation)

President Bill Hanney requested this study and the Board of Directors must pass on this action in order for us to continue to function and grow as we must.

Don Johnson
Chairman
Membership Committee



A "REEL" FISH STORY

On 10-7-44 we moved our base from Wadke Island to Noemfoor Island located just north of New Guinea, right after it was secured by Marines. I had flown 74 combat missions by this time and was due for a rest leave in Sydney, Australia. I stayed at our squadron apartment that we maintained to rotate the pilots for rest leaves. It was located near Bondi Beach.

I always liked fishing and spent a lot of time fly fishing in the Catskill Mountains west of Kingston, New York. While in Sydney I took time to do some shopping and ended up in a sporting goods store. For some strange reason I bought a deep sea bamboo rod and a reel with line and lures at a price I couldn't resist. I needed this outfit like a hole in my head, but anyway took it back to New Guinea.

One day while at Neomfoor, I took a Jeep for a drive down to the Navy P.T. boat base for a look see. Pulled up to one of the boats being worked on and started a conversation with the skipper. Along with other jabber I jokingly commented that his boat would be great for trolling. Not knowing that I had deep sea fishing tackle he also stated jokingly for me to bring my tackle sometime and he would take me trolling. He continued, saying he had to take the boat out to get some slow time on the Allison engines, so "it's too bad you don't have any fishing tackle because we could take you out in about an hour." Great! I said "I'll be right back with my tackle". He didn't realize that I wasn't joking and his parting words were "come back again sometime."

I came back shortly with my tackle and told the skipper I was ready to go. There was no comment and I'll never forget the look on his face. Finally he said, "I don't believe this, but I can't break a promise, so jump on and we'll be shoving off soon."

We trolled along the New Guinea coast and I caught a couple of good sized mackerel and took them to the mess hall looking forward to a fried fish lunch the next day. I had a

morning mission and when I returned I was lucky to get one small piece of fish the cook had saved for me.

This was a once in a lifetime fishing experience. I wish I could remember the number of the P.T. boat and the name of the skipper.

I still have the fishing tackle.

R. Wayne Macy
YAF 3295
341st Ftr. Sq. 348th Ftr. Grp.
5th Army Air Force

Breaking News!!!!

Tim Atkinson, a teacher with the Tiffin, Ohio schools is organizing the *Don Harner Flight Camp 2001* for Thursday, May 17. The *Yankee Lady* and the *Yankee Doodle Dandy* will fly down for the day. Several WW II veterans, including Robert Morgan, pilot of the *Memphis Belle*, and two of the original *Flying Tigers* will also be in attendance.

Last year Tim and some other teachers from Tiffin brought students to the YAF hangar for an overnight experience. The students learned how airplanes fly, some history about what role our aircraft played in WW II and other conflicts, and generally had a good time. This year, approximately 750 fifth grade students from 14 schools in the Tiffin area will be attending the one day program.

The late Don Harner was instrumental in introducing Tim to YAF three years ago when all three of our aircraft flew down to help Tim out.

We look forward to hearing from Tim on how this program goes!

The **5th Annual Polishing Party** is tentatively scheduled for March 17, 2001 with an alternate bad weather date of March 24. Here is your chance to have some fun, help YAF and meet some really special people. More information will be in the February issue and on our website on the *News and Events* page. Come join us and have fun!!

Bill Abbott's Mile O' Pennies

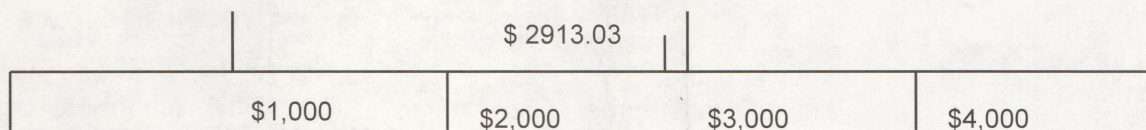
If you have any CENTS, please donate to our Building Fund!
 Bring your pennies to the HH office upstairs in Room 223.
 We will count them and put them to good use!

Some of our faithful contributors are:

Hal Wainwright, Karen Maciag, Ray Nickels, Mel Pomerantz, Bill Hanney, Roger Peterson, Stella Grudzien — we know there are a couple of others, but someone who will remain nameless (*Capt. Crabby*) lost the names — good help is hard to find!! If we forgot you, we are very sorry, but **THANKS** to all.



\$ 2913.03



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